

CLASSIFICATION ~~SECRET/CONTROL/US OFFICIALS ONLY~~COUNTRY Soviet (Soviet Zone) REPORTTOPIC Status of Reichsautobahn Bridges in Land BrandenburgEVALUATION 50X1-HUM PLACE OBTAINED

DATE OF CONTENT

DATE OBTAINED DATE PREPARED 2 January 1951

REFERENCES

PAGES ENCLOSURES (NO. & TYPE)

REMARKS

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1.

Reconstruction status
of Reichsautobahn bridges:

a. Bridge near Niederlehme (N 53/V 02). (1)

The construction of the forms for the concreting of the bridge roadway is about 40 percent completed. Because X-ray tests of the welded seams have not yet been completed the construction of the forms must be interrupted for two days. It should be possible to resume this work on 27 October. All the necessary building materials are available. Under normal weather conditions the completion of the bridge by the fixed date, 22 December 1950, will not meet with any difficulties.

b. Bridge near Wernsdorf (N 53/V 03). (2)

Presently the building site for the bridge construction is being prepared. The new date set for floating the bridge sections into place was 20 November, but that date can only be kept if the delivery of adequate lighting facilities makes the working of a second shift possible. Work on the fitting out of the two barges necessary for the floating operation was not yet started since the timber for them is not all available. It is planned to pull the bridge into place by means of two winches operating independently of one another.

c. Bridge near Burig (N 53/V 13). (3)

The concreting is almost completed. Soviet trucks, whose drivers ignored the protests of the engineer in charge, crossed the bridge whose concrete roadway was just six days old. However, damage could not be determined. Work on the construction of the approaches is about 40 percent completed. It should be possible to complete the bridge by the fixed target date, 30 November, provided that the progress of the work will not be delayed by unfavorable weather conditions, particularly frost.

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d. Bridge near Gross Koeris (N 53/V 01). (4)

Of the five main girders required only two were delivered. The arrival of the other three girders was delayed by a truck breakdown. The foreman in charge of steel construction said that the steel superstructure of the bridge is expected to be completed by late November. However, this would be possible only if work is done in two shifts. ~~Concreting~~ should have begun on 15 November. Only under favorable weather conditions will it be possible to complete the bridge this year.

Comments.

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- (1) This bridge is on the southern section of the Autobahn ring of Berlin which is of importance as a southern bypass around the city. The bridge is being reconstructed in steel at a cost of 710,000 eastmarks and will have a carrying capacity of 60 tons for tracked vehicles. The target date for the completion of the bridge is confirmed. Capacity will be 15 tons for wheeled vehicles.
- (2) This bridge is on the same Autobahn as the bridge under 1 above. It will also be a steel structure with a carrying capacity of 60 tons for tracked vehicles and 15 tons for wheeled vehicles. The cost of the construction work was estimated at 350,000 eastmarks. The bridge is scheduled to be completed by 31 January 1951.
- (3) The bridge, which is on the eastern section of the Autobahn ring around Berlin, will be a steel structure with a carrying capacity of 60 tons. The cost of the reconstruction of the bridge was estimated at 300,000 eastmarks.
- (4) The bridge is on the Berlin-Cottbus-Dreslau Autobahn which is of great importance for east-west traffic. The bridge, a steel structure with a load capacity of 60 tons, will reportedly be completed by 30 January 1951. The cost of its reconstruction was estimated at 190,000 eastmarks.

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